

California Fleet Vehicle Rules Update



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Fleet Vehicle Rules in California

- California
 - Diesel Retrofit Rule for Waste Haulers
 - Urban Transit Bus Rule
 - Transit Vehicle Rules
 - Proposed Fleet Rules for South Coast
- South Coast Fleet Rules

Diesel Retrofit Rule for Waste Haulers

- Requires Waste Hauling Fleets to Retrofit, Repower, or Replace Existing Curbside Collection and Roll-Off Vehicles
- Meet Particulate Matter Reductions
- Alternative Fuel an Option

Urban Transit Bus Rule

- Adopted February 2000
- Transit Properties to Choose Alternative Fuel or Diesel Path
- Must Meet NO_x Fleet Average
- Diesel Path Transits to Purchase New Diesel Buses Meeting 0.2 g/bhp-hr NO_x Beginning in 2007
- Proposal to Align 2007 Requirement with Federal On-Road Heavy-Duty Engine Standards and Require All South Coast Transits to Be On Alternative Fuel Path

Transit Fleet Vehicle Rule

- Adopted February 2005
- Require All Transit Properties to Reduce NOx and PM Emissions From Non-Revenue Vehicles
- Must Reduce Fleet Average NOx Emissions

SCAQMD Fleet Vehicle Rules

- 7 Rules Covering Public and Some Private Fleets
- Purchase Cleanest Vehicles Available
- Alternative Fuel Application Niches
- Need for Feasible Implementation
- Long-Term Perspective



SCAQMD Fleet Rule Status

- U.S. Supreme Court Decision – April 28, 2004
- SCAQMD Governing Board Request – June 2004
- ARB Decision to Adopt Fleet Rules for South Coast – February 2005
- District Court Decision – May 6, 2005
- EMA Indicated Its Intent to Appeal; WSPA's Intent Uncertain

May 2005 District Court Decision

- SCAQMD Fleet Rules Are Constitutional – Not Preempted by Federal Law - As Applied to State and Local Government Fleets
- SCAQMD May Continue to Enforce Each of the Fleet Rules to the Extent that They Regulate Fleets Operated by State or Local Public Agencies
- SCAQMD Believes U.S. District Court Decision Supports Enforcing The Fleet Rules Against Private Fleets Operating Under Contract or License with Public Agencies

July 2005 Advisory Notice

- Private Fleets of Waste Haulers, Street Sweeping, School Bus Transportation Providers, and Taxicabs Contracted to Public Entities Subject to Existing Fleet Rules
- Federal Entities Not Subject At This Time
- Continue to Work With All Affected Operators On Rule Implementation

Impact of No Fleet Rules

- Operators Purchasing Diesel Vehicles (with No Particulate Traps)
 - ~400 Non-Rule Compliant Vehicles Purchased Since Supreme Court Decision

Benefits Achieved from SCAQMD Fleet Rules

Natural Gas Vehicles Operating in Fleets in Southern California

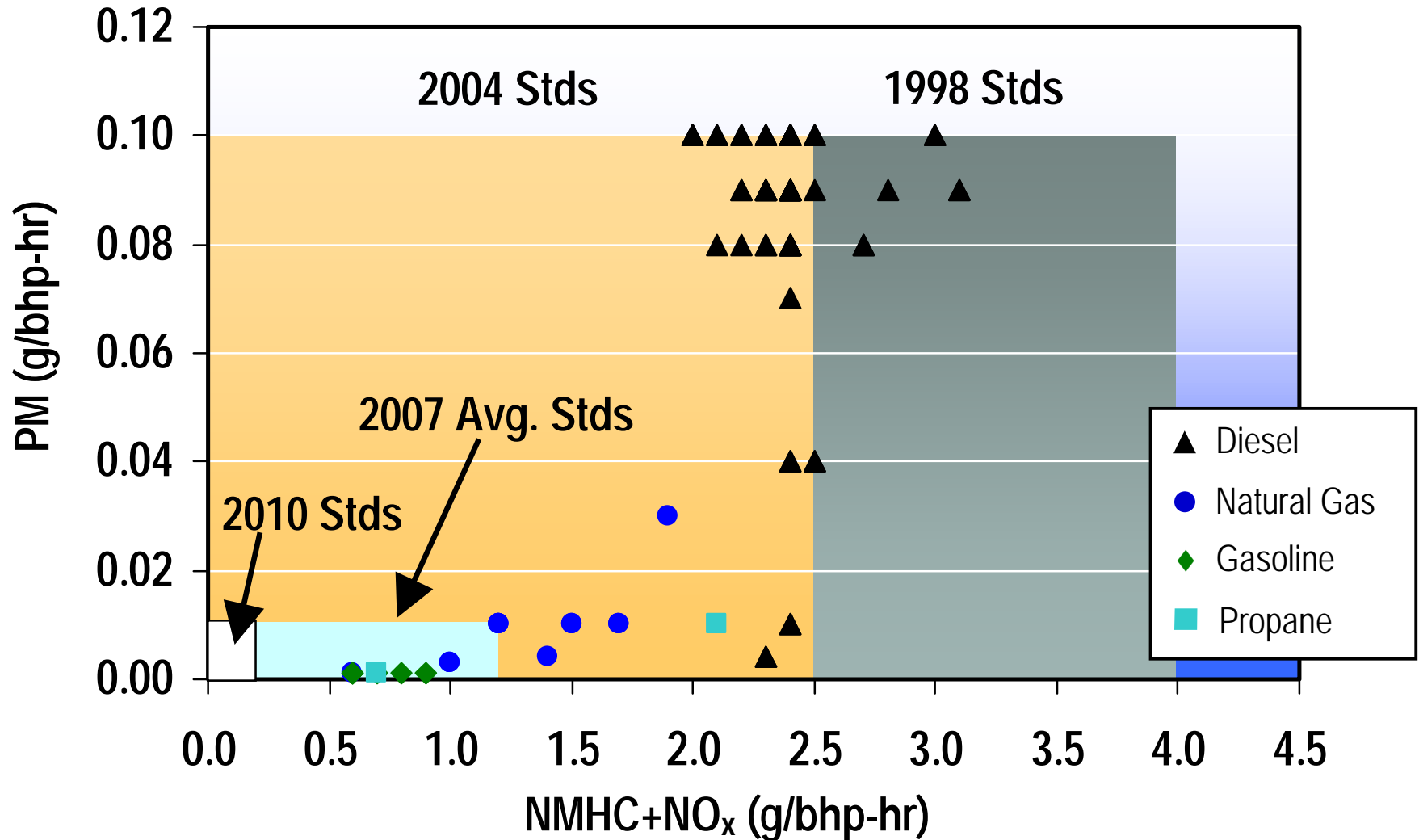
- ~ 3430 Light- and Medium-Duty Public Fleet Vehicles
- ~ 710 Heavy-Duty Public Fleet Vehicles
- ~ 3269 Transit Buses
- ~ 402 School Buses
- ~ 1015 Refuse Trucks
- ~ 168 Street Sweepers
- ~ 500 Taxicabs and Airport Shuttles



Accelerated Technology Development

- Earlier Introduction of Particulate Traps - 2001
- Introduction of a Cleaner Diesel School Bus – 2003
- Accelerated Introduction of Alternative Fuel Engines Meeting 2010 Standards by 2007 and Set Benchmark for Diesel Engine Technology to Meet

2005 Heavy-Duty Engine Certifications (as of June 17, 2005)



California Air Resources Board Proposed Fleet Rules for South Coast

ARB Proposed Fleet Rules for the South Coast AQMD

- Accelerate Diesel Engine Replacement Called for in Diesel Risk Reduction Plan
- Focus on Further NO_x Reductions (Precursor to Ozone and PM)
- Additional Reductions Not in South Coast Fleet Rules
- Sets Benchmark for All Technologies to Compete

State Proposal to Adopt Fleet Rules for South Coast

- Affected Fleet Operators to Purchase Engines Meeting Emissions Performance Standards
- Proposals for:
 - Refuse Hauling Vehicles
 - School Buses
 - Transit Buses
- Hearing Scheduled for September 2005

Need for State Adoption of Fleet Rules

- Provides Certainty in Implementation of South Coast Fleet Rules
- ARB Staff Proposing Additional Reductions Not Part of Existing South Coast Fleet Rules (Fleets with Less Than 15 Vehicles)
- Needed NO_x Reductions Not Identified in South Coast SIP
- Consistency with Assumed Reductions in Existing ARB Regulations

Need for State Adoption of Fleet Rules

- Provides for Early Demonstration of Cleaner Technologies in More Urbanized Areas
- Facilitates Future Statewide Rule Development for State's Diesel Risk Reduction Program
- Accelerates Development of Cleaner Diesel and Alternative Fuel Vehicles

Fleet Rule Proposal Benefits Beyond Emissions Reductions

- Reduce Primary Exposure to Residents
- Accelerate Deployment of Cleaner Alternative Fuel Vehicles
- Enable Long-Term Strategies for Near-Zero to Zero-Emission Vehicles